

CLASSIFICATION SECRETCOUNTRY East GermanyREPORT TOPIC Brand Airfield**617539**EVALUATION PLACE OBTAINED DATE OF CONTENT DATE OBTAINED DATE PREPARED 25 February 1954

REFERENCES \_\_\_\_\_

PAGES 4 ENCLOSURES (NO. & TYPE) \_\_\_\_\_REMARKS \_\_\_\_\_  
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1. The following air activity and aircraft were observed at Brand airfield between 15 January and 2 February 1954:

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15 January. Between 9 a.m. and 2 p.m., individual flights were made by MiG-15 or U-MiG-15s which were fitted with auxiliary fuel tanks. The aircraft remained aloft for about 25 minutes. There was dull and rainy weather and an 8/10 overcast at an altitude of 200 meters. 1

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21 January. At 8:30 a.m., eight swept-back jet fighters with auxiliary fuel tanks took off heading toward the west. There was clear and stormy weather with a 6/10 overcast at an altitude of about 300 meters. Prior to take-off, the aircraft were parked in groups of twos, about 200 meters apart, on the runway. The last two MiG-15 or U-MiG-15s were parked just at the east end of the runway. The aircraft to the right of the individual elements of twos were parked at an interval of one wing span and a distance of one aircraft length from the left aircraft. The eight aircraft took off almost simultaneously; a period of about 90 seconds elapsed between the take-off run of the first aircraft and the moment when the last aircraft became airborne. After lifting off the ground, the right aircraft of each element which had taken off slightly after the left aircraft overtook the latter plane and flew lateral in front of it. At an altitude of about 2,000 meters, the 8 aircraft formed 2 lines of 4 aircraft each and, in this formation, repeatedly circled over the airfield. Shortly afterward, another 4 aircraft without auxiliary fuel tanks took off and pursued the 8 aircraft. Subsequently, more take-offs were made. The exact number of aircraft aloft during this time could not be determined.

there were around 28 aircraft aloft which was the regular aircraft strength at the field during this and the preceding days. While the aircraft were aloft, 14 tanks, including two T-34 tanks, and 2 personnel carriers assembled south of the field boundary. Each tank was occupied by 1 officer, 1 NCO and 4 FM.

Each of the armored personnel carriers was occupied by 1 officer, 3 NCOs and 10 FM, the latter armed with submachine guns. When the tanks attacked the airfield, firing heavily, the aircraft flying in echelon formation made diving attacks on the tanks and then subsequently would climb again. These low level and diving attacks on the tanks were continuously performed until 2 p.m. when the tanks disappeared toward

CLASSIFICATION SECRET

25X1

SECRET/

- 2 -

the east in the direction of Krausnick. The EM wore gas masks. During the air activity, [REDACTED]

22 January. Between 9 a.m. and 4 p.m., only individual flights were made. Contrary to previous landings when the aircraft approached the runway in a long gliding flight, on this day, the aircraft approached the field at a steep angle.

23 and 24 January. No air activity was observed. There was dull weather.

25 January. No aircraft were observed aloft throughout the day. Individual flights were made between 6 p.m. and about midnight. All the aircraft involved in flying had their usual position lights on. The runway and taxiways were lighted and the end of the runway was marked by red lights.

27 January. Between noon and 3 p.m., only about 12 individual flights of about 20 minutes duration were made. There was lightly hazy weather with a 4/10 overcast.

28 January. Between 10 a.m. and about midnight, there was intensive air activity. Individual flights were conducted, with 8 to 10 aircraft being aloft at the same time. 1

29 January. About 10 a.m., 10 swept-back jet aircraft simultaneously took off. Prior to the take-off, the aircraft were arranged on the runway as on 21 January. After the take-off, the aircraft assembled in javelin formation, with the tenth aircraft flying apart and to the right. Around 11 a.m., 12 swept-back jet aircraft, apparently from another airfield, approached the field and landed. No numbers were identified on the aircraft. A red ring, however, about 30 cm wide, was observed around the air intake aperture on these aircraft. Shortly before 1 p.m., the aircraft again took off, with 10 of the aircraft heading towards the west, while the remaining 2 made aerobatics over the field. One of the 2 aircraft made an upward roll. 3

30 January to 1 February. No air activity was observed. The weather usually was clear.

2 February. Between 10 a.m. and 4 p.m., there was intensive air activity. At first, individual flights were made, later on, flights in elements of twos and formations of fours were observed. The aircraft which had no auxiliary fuel tanks remained aloft for up to 30 minutes. On all the days on which air activity was conducted, 24 MiG-15 or U-MiG-15s were parked at the field in addition to the 4 alert aircraft.

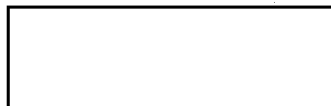
2. During the last days of January, Soviet Air Force officers who apparently were not familiar with the terrain were observed outside of the airfield. During the second half of January, there was little vehicular traffic, including sedans [REDACTED] 1

1. [REDACTED] Comment. Brand airfield is still occupied by a fighter regiment equipped with about 28 MiG-15s. For sketch of arrangement of aircraft on the runway and flight formation, see Annex.

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SECRET



- 3 -

25X1

25X1

2. [redacted] Comment. The exercise involved tanks of the 9th Mecz Div from  
Luebben. [redacted]

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3. [redacted] Comment. Between 21 and 28 January 1954, exercises were held  
by elements of the Gds Mecz Army in the Dresden-Koenigsbrueck area.  
It is believed that the landing of the MiG-15 formation from another  
airfield is connected with this exercise.

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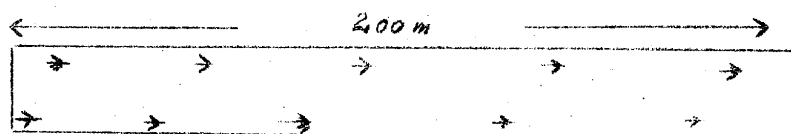
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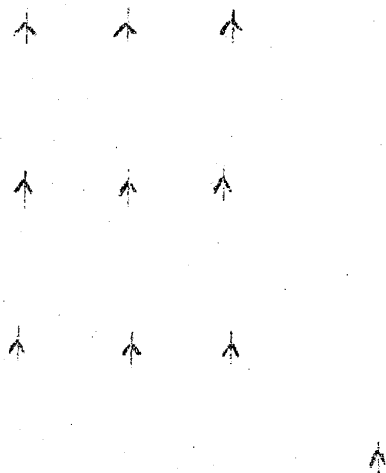
Annex

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Arrangement of 10 Aircraft on the Runway Before Taking Off  
Simultaneously from Brand Airfield



Flight Formation of the 10 Aircraft After the Take-off



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